

who presided over the deaths of more than 500,000 Americans, disproportionately Black and Brown.

The legacy of white mob violence inflicted upon the Black community of Greenwood has scarred the descendants of the victims of this American pogrom.

Madam Speaker, the events of January 6th have given us insight into what the people of Greenwood, Oklahoma, faced when they were attacked by a similar murderous mob.

H.R. 398 is a reminder to the nation of the ultimate cruelty inflicted upon a people for dare believing that the promise of America was attainable by them and their achievements would be respected and protected by law.

But it does more than that, it puts the House of Representatives on record that the United States can achieve a more perfect union:

1. by condemning the violence and destruction perpetrated against the African-American community of Greenwood, in Tulsa, Oklahoma, the scene of the then-largest single instance of domestic terror against American citizens;

2. through the rejection and active opposition to the false ideology of White supremacy and condemnation of all groups and organizations that ascribe to this false system of belief and seek to perpetuate their views through violence and unlawful conduct;

3. by promoting tolerance and unity and taking actions to ensure that governmental policies and actions do not foster division, disharmony, or intolerance;

4. by calling upon all Americans to celebrate the ethnic, racial, and religious diversity that has made the United States the leader of the community of nations and the beacon of hope and inspiration to oppressed persons everywhere;

5. encouraging all persons in the United States to reflect upon the history of the United States as an imperfect but committed journey to establish a more perfect union and to cherish and exercise the rights, privileges, and responsibilities guaranteed by the Constitution; and

6. recognizing the commitment of Congress to acknowledge and learn from the history of racism and racial violence in the United States, including the Tulsa Race Massacre, to reverse the legacy of White supremacy and fight for racial justice.

Madam Speaker, I will now briefly recount the horrific events cited in H. Res. 398 that were experienced by the law-abiding Black community of Greenwood on those terrible days.

In 1921, White supremacy and racist violence were common throughout the United States and went largely unchecked by the justice system.

In Tulsa, Oklahoma, reports of an alleged and disputed incident on the morning of May 30, 1921, between two teenagers, a Black man and a White woman, caused the White community of Tulsa, including the Tulsa Tribune, to call for a lynching amidst a climate of White racial hostility and White resentment over Black economic success.

On May 31, 1921, a mob of armed White men descended upon Tulsa's Greenwood District and launched what is now known as the "Tulsa Race Massacre."

Tulsa municipal and county authorities failed to take actions to calm or contain the violence,

and civil and law enforcement officials deputized many White men who were participants in the violence as their agents, directly contributing to the violence through overt and often illegal acts.

Over a period of 24 hours, the White mob's violence led to the death of an estimated 300 Black residents, as well as over 800 reports of injuries.

The White mob looted, damaged, burned, or otherwise destroyed approximately 40 square blocks of the Greenwood district, including an estimated 1,256 homes of Black residents, as well as virtually every other structure, including churches, schools, businesses, a hospital, and a library, leaving nearly 9,000 Black residents of the Greenwood community homeless and effectively wiping out tens of millions of dollars in Black prosperity and wealth.

In the wake of the Tulsa Race Massacre, the Governor of Oklahoma declared martial law, and units of the Oklahoma National Guard participated in the mass arrests of all or nearly all of Greenwood's surviving residents, removing them from Greenwood to other parts of Tulsa and unlawfully detaining them in holding centers.

Oklahoma local and state governments dismissed claims arising from the 1921 Tulsa Race Massacre for decades, and the event was effectively erased from collective memory and history until, in 1997, the Oklahoma State Legislature finally created a commission to study the event.

On February 28, 2001, the commission issued a report that detailed, for the first time, the extent of the Massacre and decades-long efforts to suppress its recollection.

None of the law enforcement officials nor any of the hundreds of other White mob members who participated in the violence were ever prosecuted or held accountable for the hundreds of lives lost and tens of millions of dollars of Black wealth destroyed, despite the Tulsa Race Massacre Commission confirming their roles in the Massacre, nor was any compensation ever provided to the Massacre's victims or their descendants.

Government and city officials not only abdicated their responsibility to rebuild and repair the Greenwood community in the wake of the violence, but actively blocked efforts to do so, contributing to continued racial disparities in Tulsa akin to those that Black people still face today across the United States.

Madam Speaker, the pattern of violence against Black people in the United States, often at the hands of law enforcement, shows that the fight to end State-sanctioned violence against Black people continues.

As the American Historical Association stated, "What happened in Tulsa was extreme, but not unusual. It is part of our nation's heritage. We must acknowledge that heritage, learn from it, and do whatever each of us can do to ensure that it is just that—heritage, rather than a continuing practice."

Madam Speaker, I will include in the RECORD a more detailed account of the 1921 Tulsa Race Massacre that is based on the "Final Report of the Oklahoma Commission to Study The Tulsa Race Riot of 1921," issued February 28, 2001.

Madam Speaker, I also ask the House to observe a moment of silence in memory of the victims and survivors of the Tulsa Race Massacre, and their descendants to carry the terrible memories of that horrific day and still

grieve over the loss of so many loved ones and of faith in the American system of justice.

Mr. TORRES of New York. Madam Speaker, I yield back the balance of my time.

Ms. JOHNSON of Texas. Madam Speaker, the Tulsa-Greenwood Massacre was a mass killing targeting Black Americans in one of the prosperous Black communities in the country. As we approach its 100th anniversary, we must reflect on the events and beliefs that led to those fateful days in late May of 1921, its place in our nation's history, and its lasting impacts on the Black community.

Founded and built by former slaves, freed by the ratification of the 13th amendment, the Greenwood District was a true testament to the American Dream. The district was defined by its entrepreneurial spirit and success and offered newly-freed men and women the chance to make a name for themselves and their families.

But their success was being followed closely by those who wished otherwise—those who were looking for any opportunity to materialize their resentment. And in the face of baseless allegations of a crime committed by a Black man, that hatred resulted in what is now known as the Tulsa Race Massacre. The massacre resulted in the deaths of over 300 Black men, women, and children and left around 9,000 more without homes or a source of income—not to mention the immeasurable impact left on generations of Black Americans.

As Members of Congress, we stand here in the Capitol of the United States, itself built by slaves who are largely forgotten, with a unique opportunity to take action. That is why I am proud to be a cosponsor of Congresswoman JACKSON LEE and Senator WARREN's resolution to recognize the forthcoming centennial of the 1921 Tulsa Race Massacre and condemning past and present efforts to downplay its significance. It is critical that Congress take this step not only to honor the lives and legacies of those lost but also to encourage education about the massacre and the role white supremacy played in its inception.

Madam Speaker, today we recommit ourselves to fight the ever-present racism and unjust violence against Black Americans. We do so on the shoulders of those that came, fought, and suffered before us in the hope that one day the American Dream is accessible to all—regardless of race.

PERSONAL EXPLANATION

Ms. JACKSON LEE. Madam Speaker, I was unavoidably detained in my congressional district due to COVID responsibilities, and I was not present for rollcall vote 144.

I ask the RECORD to reflect that had I been present, I would have voted "aye" on rollcall 144, the motion to suspend the rules and pass H.R. 2911, VA Transparency and Trust Act of 2021.

ADJOURNMENT

The SPEAKER pro tempore. Pursuant to section 11(b) of House Resolution 188, the House stands adjourned until 10 a.m. tomorrow for morning-hour debate and noon for legislative business.

Thereupon (at 8 o'clock and 35 minutes p.m.), under its previous order, the

House adjourned until tomorrow, Tuesday, May 18, 2021, at 10 a.m. for morning-hour debate.

BUDGETARY EFFECTS OF PAYGO LEGISLATION

Pursuant to the Statutory Pay-As-You-Go Act of 2010 (PAYGO), Mr. YARMUTH hereby submits, prior to the vote on passage, for printing in the CONGRESSIONAL RECORD, that H.R. 204, the STEM Opportunities Act, as amended, would have no significant effect on the deficit, and therefore, the budgetary effects of such bill are estimated as zero.

Pursuant to the Statutory Pay-As-You-Go Act of 2010 (PAYGO), Mr. YARMUTH hereby submits, prior to the vote on passage, for printing in the CONGRESSIONAL RECORD, that H.R. 711, the West Los Angeles VA Campus Improvement Act of 2021, as amended, would have no significant effect on the deficit, and therefore, the budgetary effects of such bill are estimated as zero.

Pursuant to the Statutory Pay-As-You-Go Act of 2010 (PAYGO), Mr. YARMUTH hereby submits, prior to the vote on passage, for printing in the CONGRESSIONAL RECORD, that H.R. 2167, the GI Bill National Emergency Extended Deadline Act of 2021, as amended, would have no significant effect on the deficit, and therefore, the budgetary effects of such bill are estimated as zero.

Pursuant to the Statutory Pay-As-You-Go Act of 2010 (PAYGO), Mr. YARMUTH hereby submits, prior to the vote on passage, the attached estimate of the costs of H.R. 2878, the Native VetSuccess at Tribal Colleges and Universities Pilot Program Act, as amended, for printing in the CONGRESSIONAL RECORD.

ESTIMATE OF PAY-AS-YOU-GO EFFECTS FOR H.R. 2878

| | By fiscal year, in millions of dollars— | | | | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|------|------|------|------|------|-----------|-----------|
| | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2021–2026 | 2021–2031 |
| Statutory-Pay-As-You-Go Impact | 150 | 45 | 15 | –45 | 0 | 0 | 0 | 0 | 0 | 0 | –170 | 167 | –1 |

Components may not sum to totals because of rounding.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

EC-1140. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters [Docket No.: FAA-2020-1107; Project Identifier 2019-SW-049-AD; Amendment 39-21444; AD 2021-05-01] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1141. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters [Docket No.: FAA-2020-1132; Project Identifier MCAI-2020-01386-R; Amendment 39-21452; AD 2021-05-09] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1142. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters Deutschland GmbH (Type Certificate Previously Held by Eurocopter Deutschland GmbH) Helicopters [Docket No.: FAA-2015-4497; Project Identifier 2016-SW-011-AD; Amendment 39-21450; AD 2021-05-07] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1143. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Leonardo S.p.a. Helicopters [Docket No.: FAA-2020-1139; Product Identifier 2018-SW-056-AD; Amendment 39-21447; AD 2021-05-

04] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1144. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters [Docket No.: FAA-2020-0974; Project Identifier MCAI-2020-00273-R; Amendment 39-21392; AD 2021-02-09] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1145. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters [Docket No.: FAA-2020-1018; Project Identifier MCAI-2020-01383-R; Amendment 39-21391; AD 2021-02-08] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1146. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters Deutschland GmbH Helicopters [Docket No.: FAA-2020-0967; Product Identifier 2018-SW-013-AD; Amendment 39-21394; AD 2021-02-11] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1147. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Leonardo S.p.a. Helicopters [Docket No.: FAA-2021-0025; Project Identifier MCAI-2020-01248-R; Amendment 39-21422; AD 2021-04-01] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1148. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Safran Helicopter Engines, S.A. (Type Certificate Previously Held by Turbomeca, S.A.) Turboshaft Engines [Docket No.: FAA-2020-1118; Project Identifier MCAI-2020-00516-E; Amendment 39-21451; AD 2021-05-08] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1149. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters [Docket No.: FAA-2020-0847; Product Identifier 2018-SW-087-AD; Amendment 39-21434; AD 2021-04-13] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1150. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters [Docket No.: FAA-2021-0096; Project Identifier MCAI-2021-00040-R; Amendment 39-21440; AD 2021-04-18] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1151. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2020-0673; Product Identifier 2020-NM-076-AD; Amendment 39-21395; AD 2021-02-12] (RIN: 2120-AA64) received May 7, 2021, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-1152. A letter from the Management and Program Analyst, FAA, Department of